

MINUTES  
DEVELOPMENT REVIEW COMMITTEE  
MEETING OF SEPTEMBER 8, 1997

IN ATTENDANCE:

J. Davis, M-NCPPC, DRD	B. Thompson, Bell Atlantic
F. Cascio, PEPCO	G. Leck, MCDPW&T
S. Federline, M-NCPPC, EPD	N. Thacker, WSSC
G. Elliott, M-NCPPC, Parks Dept	L. Galanko, MCDPS
R. Welke, M-NCPPC, TPD	G. Cooke, MDSHA
G. VonGunten, MCDPS (Health Dept.)	S. Navid, MCDPS (Subdivision )
A. Soukup, DEP	W. Witthans, M-NCPPC, DRD
M. Ma, M-NCPPC, DRD	J. Turpin, MCPS

**8-98001      CLARKSBURG TOWN CENTER**

**Zone: RMX2**

Clarksburg Joint Venture  
MK Enterprises

- Applicant  
- Engineer

**Committee Comments:**

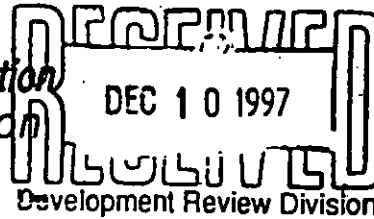
1. DRD - see written comments
2. EPD - see written comments
3. DPS (represented by Richard Gee) - see written comments
4. MCDPW&T- see MCDPS (Subdivision) written comments
5. WSSC - recommend realignment of sewer
6. TPD - Piedmont needs left turn storage lanes; master plan shows MD 305 and Clarksburg Road as arterials; concept of road network serving town center; Class I bike trail to loop as well as sidewalks; master plan also contains language about vision, et al; 20 foot of right-of-way to parking area; bike path needs to be shown; need to preserve hedge row on Clarksburg Rd; mid-county connector needs street connections; environmental & stormwater management (SWM) concepts will need to be reworked; 20 foot curbside needed from right-of-way to edge of pavement; right-of-way is 120 feet; master plan supports all interior layout proposed; master plan also supports the concepts; bike trail not needed along MD 305; may require county maintenance; DPW&T has agreed to use special treatments; majority of roads to be public

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7. ~~MDSHA - see written comments~~
8. Bell Atlantic - looking for 10 foot public utility easement (PUE)
9. MCFRS - see written comments
10. DEP - see written comments
11. Historical - see written comments
12. Parks - concur with other comments; no SWM ponds or sand filters to be in dedicated park; SWM for school should be adjacent to road
13. MCPS - see written comments
14. MCDPS (Subdivision) - see written comments
15. CBP - see written comments
16. Allegheny Power - not present



**Maryland Department of Transportation  
State Highway Administration**



Parris N. Glendening  
Governor  
David L. Winstead  
Secretary  
Parker F. Williams  
Administrator

December 8, 1997

Mr. Marc Mezzanott  
M.K. Enterprise Incorporated  
2900 Linden Lane  
Suite 200  
Silver Spring, Maryland 20910

RE: Montgomery County  
MD 355 at MD 121  
Clarksburg Town Center  
File No. 8-98001  
Mile Post 23.07

Dear Mr. Mezzanott:

Thank you for your sight distance profile plan for MD 355 at Stringtown Road, which we received on November 12th.

We have completed our field investigation and review of the profile. The profile indicates the absolute minimum stopping sight distance of 325'.

When analysing a new intersection, our office typically uses intersection sight distance, not stopping sight distance. Intersection sight distance for a passenger vehicle, assuming a 40 MPH design speed is 410'. Minimum intersection sight distance for single unit trucks and tractor trailers is much higher ranging between 530'-710'.

Since this intersection is master planned to be relocated MD 121 operating as a four legged intersection, State Highway Administration (SHA) feels that we should achieve a desirable sight distance as opposed to minimum sight distance.

By copy of this letter, we are requesting that the planning board condition the applicant to reduce the over vertical to provide desirable sight distance.

This office is well aware of the cost associated with this recommendation, however, safe and efficient access is our main objective.

If you have any questions, please contact Greg Cooke at 410-545-5595.

Very truly yours,

Ronald Burns, Chief  
Engineering Access Permits Division

GC/eu

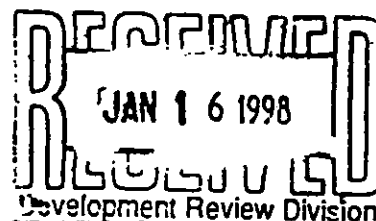
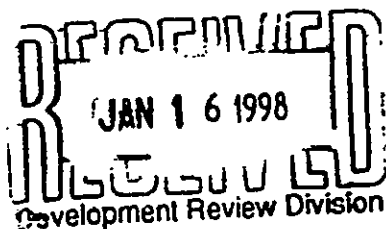
My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 - Baltimore, MD 21202-0717

Mr. Marc Mezzanott  
Page Two  
December 8, 1997

cc: Mr. Joseph Davis  
Mr. Wes Guckert  
Mr. Majid Shakib  
Mr. Charlie Watkins  
Mr. Ron Welke  
Mr. Wynn Witthans



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan  
County Executive

Robert C. Hubbard  
Director

January 15, 1998

Mr. Mark A. Mezzanotte, P.E.  
MK Enterprises  
2900 Linden Lane, Suite #200  
Silver Spring, MD 20910

Re: Stormwater Management **CONCEPT/Final Water Quality Plan** for Clarksburg Town Center (Phase I parts A & B: Check below for exact area limits.)  
Preliminary Plan #: 1-95042  
Site Plan #: 8-98001  
Tract Size/Zone: 269.13 Ac/RMX-2  
Total Concept Area: 120 Ac  
Tax Plate: EW  
Parcel: 2  
Liber/Folio: 6776/876, 8825/775  
Montg. Co. Grid: 09-C, D, E-3, 4  
Watershed: Little Seneca Creek

**CLARKSBURG SPECIAL PROTECTION AREA**

Dear Mr. Mezzanotte:

Based on a review of your submission, the FINAL WATER QUALITY PLAN (FWQP) including the Stormwater Management Concept for the above mentioned project is conditionally approved.

**Site Description:** Clarksburg Town Center PHASE I is within the drainage basin to Little Seneca Creek. The site is bordered on the north by Clarksburg Road, on the east by A-305 (Piedmont Road), on the south by Stringtown Road, and on the west by the Clarksburg Historic District (Frederick Road). Phase I is approximately one-half (120 acres) of the total project area approved by Preliminary Plan and Preliminary Water Quality Plan.

**Limits of Approval:** This approval letter is for Phases I A and I B, which are both residential. This approval also includes ROUGH GRADING ONLY for the 13 acre commercial area. These areas are clearly defined in the Final Water Quality Plan (FWQP). The following roadway limits and sections are also approved.

1. Clarksburg Road is approved as a three lane closed section roadway from the high point at proposed station 9+20 to station 19+70.
2. Clarksburg Road/Frederick Road (MD-355) Intersection is approved for construction of a 400 feet right-turn lane, with 150 foot taper back to existing road edge.

NOTE: Because some of the required work is complete, the actual new impervious area is limited to 3700 square feet. However, water quality and quantity must be provided in Phase II of the project, when the remainder of the intersection is up-graded according to MDSHA requirements.

8. In accordance with the submitted Dam Breach, the Pond #2 embankment (with culverts) must be constructed, without the control riser, until the Stringtown Road stream crossing is up-graded.
9. Pond #2 must be complete and functioning PRIOR TO the issuance of the building permit for the 200th DWELLING UNIT located on the west side of the site. A site plan showing the exact units to be built with a letter detailing the legal description of each unit, must be submitted with the original Sediment Control Plan.
10. Provide pre-treatment for sand filters #8 and #15.  
  
NOTE: This must be a grit catching device placed outside of the right-of-way.
11. All sediment traps and basins, which are to be converted to water quality structures, will be converted immediately following the stabilization of their drainage area.

Please note that this approval does not pertain to any roadway improvements identified as being a part of Phase II, including the following:

1. Stringtown Road from station 15+21 to station 33+50.
2. Clarksburg Road From station 0+00 (Frederick Road) to 9+20 and from station 19+70 to the intersection with A-305 (Piedmont Road).
3. The entire length of A-305 (Piedmont Road) From Stringtown Road to Clarksburg Road.

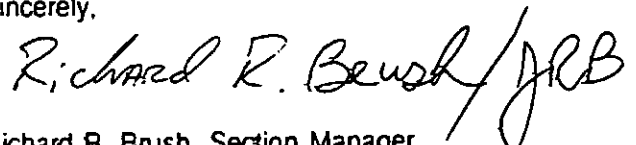
NOTE: Although A-305 (Piedmont Road) from station 0+00 at the (A-260) Stringtown Road intersection to station 22+00, appears to have adequate stormwater management provided in Phase I structures; this road is excluded from this approval due to unresolved roadway design and construction issues.

Also, for your information, prior to Phase II approval the bankfull flow event at MCDEP's stream cross-section downstream of Stringtown Road, must be verified as being unchanged from the existing condition to the developed condition. Should MCDPS or MCDEP determine that there is an increase or decrease in the bankfull storm volume, velocity, frequency, or duration, the Phase II Final Water Quality Plan must be adjusted to correct that change.

Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Richard Gee of my staff at (301)217-6312.

Sincerely,

A handwritten signature in dark ink, appearing to read "Richard R. Brush" followed by a stylized monogram or initials "JRB".

Richard R. Brush, Section Manager  
Water Resources Section



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Graham J. Norton  
Director

January 14, 1998

Mr. Richard C. Hawthorne, Chief  
Transportation Planning Division  
The Maryland-National Capital  
Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

RE: Site Plan No. 8-98001  
Clarksburg Town Center, Phase I

Dear Mr. Hawthorne:

We are writing in response to your letters of November 18, 1997 and December 23, 1997 requesting approvals of certain non-standard design elements proposed under this site plan. In particular, we want to address policy issues related to the typical sections for the internal and external roads proposed on the pending plan. Under separate cover, Ms. Sarah Navid of the Department of Permitting Services will be providing site plan-specific comments regarding issues such as access improvements, traffic calming, and intersection geometrics. We recommend approval of the site plan subject to the following comments:

I. General Comments Regarding the Proposed Roadway Typical Sections:

We are optimistic about the rare opportunity afforded by this project to implement new design concepts on a trial basis. These ideas include traffic calming measures, one-way streets, parallel/loop roadways, pedestrian-friendly roadway cross-sections, reduced radii curb returns at selected intersections, controlled on-street parking, and provisions to control cut-through traffic. The intensity and variety of development proposed under the Town Center project also necessitates the need to provide adequate and safe space for all modes of transportation: vehicular, bicycle, and pedestrian.

Since this site is located within a designated Special Protection Area, we also believe it is important that efforts must be taken to reduce impervious surface area within the public and private sections of this development. While we have strived to minimize the extent of closed sections on the external roads, it is important to realize that these improvements will be necessary at most, if not all, intersections associated with this development. We believe the approvals described in the following paragraphs reflect a reasonable balance between the often-competing goals of transportation, land use planning, environmental, maintenance, and developer interests.

II. Internal Street Typical Sections

We hereby approve the July, 1997 proposed typical sections for the interior public streets.

Office of Project Development

Mr. Richard C. Hawthorne  
Site Plan No. 8-98001  
January 14, 1998  
page two

II. Internal Street Typical Sections (cont.)

It should be noted that there are locations within the pending plan where additional right of way and/or easements may be necessary to provide space for public amenities, guardrail, etc. Prior to approval of the record plats by the Department of Permitting Services, the applicant will need to determine the requisite areas and grant those easements on the appropriate plats.

III. Clarksburg Road(A-27) between MD 355 and the Greenway Road:

The ultimate right-of-way within this section should be the master plan width of eighty (80) feet. We believe the roadway should be reconstructed as a closed section facility as shown on the enclosed red-line drawing (Enclosure No. 1) The thirty eight (38) feet wide pavement section will provide a ten (10) foot wide lane for continuous left turns and one fourteen (14) foot wide travel lane in each direction. In order to preserve the hedgerow which exists along the northern perimeter of this site, the roadway pavement should be located asymmetrically within the right of way between the western property line and proposed Street "M," transitioning back to a symmetrical section between Street "M" and Street "K" (the "Greenway" Road). As agreed during our January 9, 1998 inter-agency meeting, we will allow the planting strips and the Class I bikepath to be reduced to six (6) feet wide. The Class I bikepath should be located along the Town Center site frontage in a manner to minimize encroachment on the hedgerow.

IV. Mid-County Arterial (A-305)

This roadway should be constructed as a two-lane open section roadway within an eighty (80) foot wide right of way as shown on the enclosed red-lined typical section (Enclosure No. 2). In order to accommodate the master planned Class I bikepath along the Town Center site frontage, the applicant will need to modify the standard typical section to provide an eight (8) foot wide Public Improvements Easement and an overlapping eighteen (18) foot wide Public Utilities Easement. The Class I bikepath and street trees along this roadway are to be located behind the side ditch. As agreed during our staff discussions, a sidewalk will not be required along the east side of this roadway.

At the intersection with Stringtown Road, the right of way may need to be expanded to provide a median (to match the master planned divided section on this roadway south of that intersection.) This detail should be determined prior to the record plat stage.

V. Stringtown Road (A-260)

This roadway should be constructed within the master planned one hundred twenty (120) foot wide right of way. An additional Public Improvements Easement will be necessary wherever public amenities fall outside of the public right of way. This easement will need to extend two (2) feet beyond that amenity with an overlapping Public Utilities Easement extended an additional ten (10) feet.

Mr. Richard C. Hawthorne  
Site Plan No. 8-98001  
January 14, 1998  
page three

V. Stringtown Road (A-260) (cont.)

Between Frederick Road (MD 355) and Street "K," the right of way may be reduced to one hundred (105) feet and the roadway constructed entirely closed section in an effort to minimize the impact on the nearby historic district. As noted on the enclosed drawing (Enclosure No. 3), the pavement shall be twenty six (26) feet wide with a twenty (20) foot wide median.

Due to ongoing issues concerning the stream crossing, the section between Street "K" and Street "C" has not yet been determined. This detail will be finalized during Phase II of this project.

As reflected on the attached drawing (Enclosure No. 4), Stringtown Road shall be a hybrid design (closed section median with an open section design on the outside) between Street "C" and Mid-County Arterial (A-305). The median width will be twenty (20) feet. The pavement width will be twenty four (24) feet with a four (4) foot wide paved shoulder. Street trees and the master planned Class I bikepath will be located behind the side ditch.

VI. Reduced Radius Curb Returns

We have approved your September 17, 1997 request to permit fifteen (15) foot radius curb returns at specific intersections on the interior streets of the Town Center. The approved locations will need to be such that vehicular operations are not unduly compromised by the reduced radius. The approved intersections have been identified during the site plan discussions between Ms. Navid and Mr. Ronald Welke and Ms. Wynn Withans of the M-NCPPC.

VII. Traffic Calming Measures

We support the incorporation of traffic calming measures on the interior streets of the Town Center. The type of traffic calming measures proposed for use within the Town Center include pavement neck-downs, raised crosswalks, and a raised intersection. Although these proposals are unusual for inclusion in a new development, they have all been implemented on existing County streets in retrofit situations. The specific locations and type of measures employed have been discussed in meetings between Ms. Navid, Mr. Welke, and Ms. Withans.

VIII. Special Streetscaping

Brick paved sidewalks and thirty (30) foot tree spacings are hereby approved, subject to the developer creating and funding an "umbrella" organization responsible for the maintenance and liability of these amenities. Prior to approval of the record plats by the Department of Permitting Services, the developer will need to execute and record a Declaration of Covenants for the maintenance and liability of these improvements. This private organization shall remain responsible for these improvements until such time as an Urban District is established for the Town Center by County Council action.



Mr. Richard C. Hawthorne  
Site Plan No. 8-98001  
January 14, 1998  
page four

It should be noted that we are approving these proposals on a trial basis. We reserve the right to make appropriate modifications to these typical sections during Phase II of this site plan, based on our experiences with these designs during Phase I.

Thank you for your cooperation and assistance on this matter. If you have any questions or comments regarding this letter, please contact Mr. Gregory Leck at (301) 217-2145.

Sincerely,

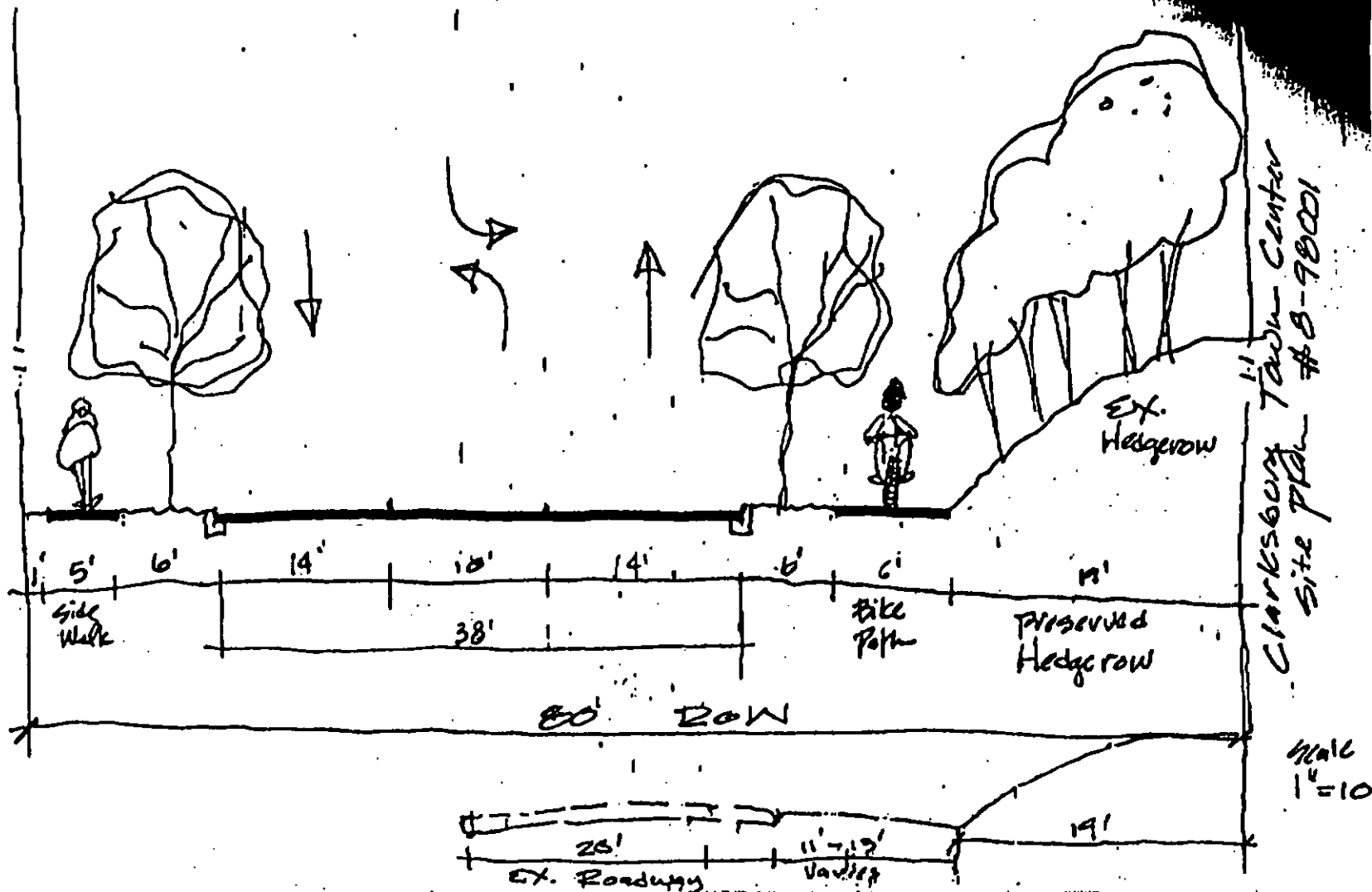


John J. Clark, Director  
Office of Project Development

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Enclosures (4)

cc: Marc Mezzanotte; Montgomery/Kontgias Enterprises, Inc.  
Steven M. Klebanoff; Clarksburg Limited Partnership  
Steven Z. Kaufman; Linowes and Blocher, L.L.P.  
Charles R. Loehr; M-NCPPC Development Review  
Wynn Wirthans; M-NCPPC Development Review  
Ronald C. Welke; M-NCPPC Transportation Planning  
Catherine Conlon; M-NCPPC Environmental Planning  
Gwen Wright; M-NCPPC Historic Preservation  
Joseph R. Davis; M-NCPPC Development Review  
Stan Wong; MCDPS Subdivision Development  
Sarah R. Navid; MCDPS Subdivision Development  
Richard R. Brush; MCDPS Water Resources  
Richard I. Gee; MCDPS Water Resources  
Greg Cooke; MSHA Engineering Access Permits  
John W. Thompson; MCDPW&T Highway Services  
Scott Wainwright; MCDPW&T Traffic & Parking Services  
Gail M. Tait-Nouri; MCDPW&T Project Development  
Gregory M. Leck; MCDPW&T Project Development

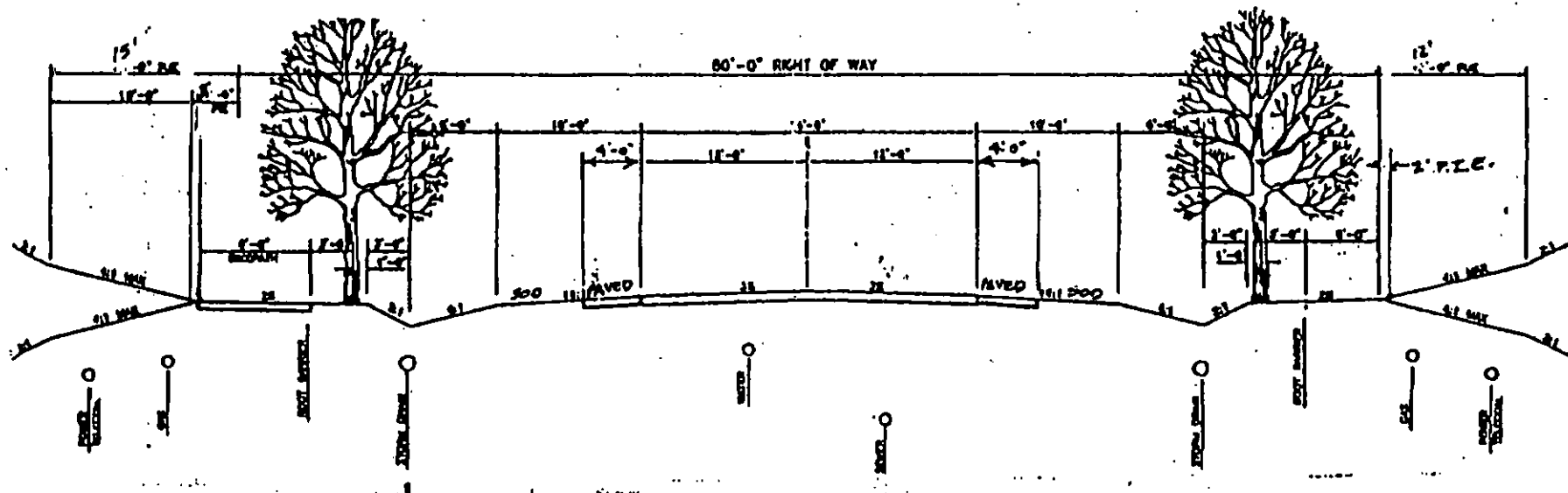


Clarksburg Rd.  
Non. Standard ROW  
Waiver Request

10/31/97

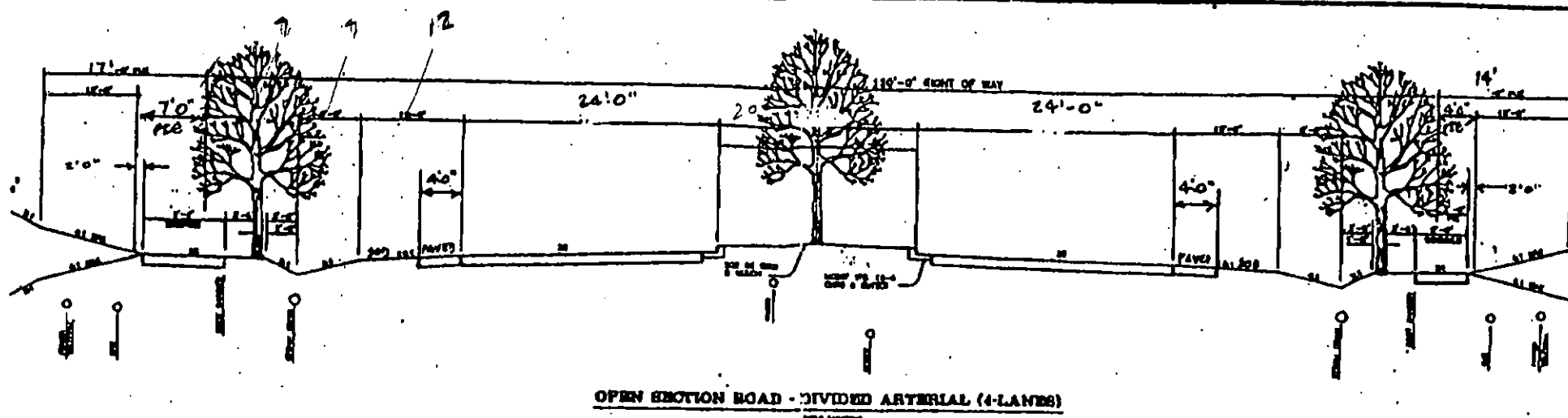
ENCLOSURE #1

# MID-COUNTY ARTERIAL, (A-305)



ENCLOSURE #2

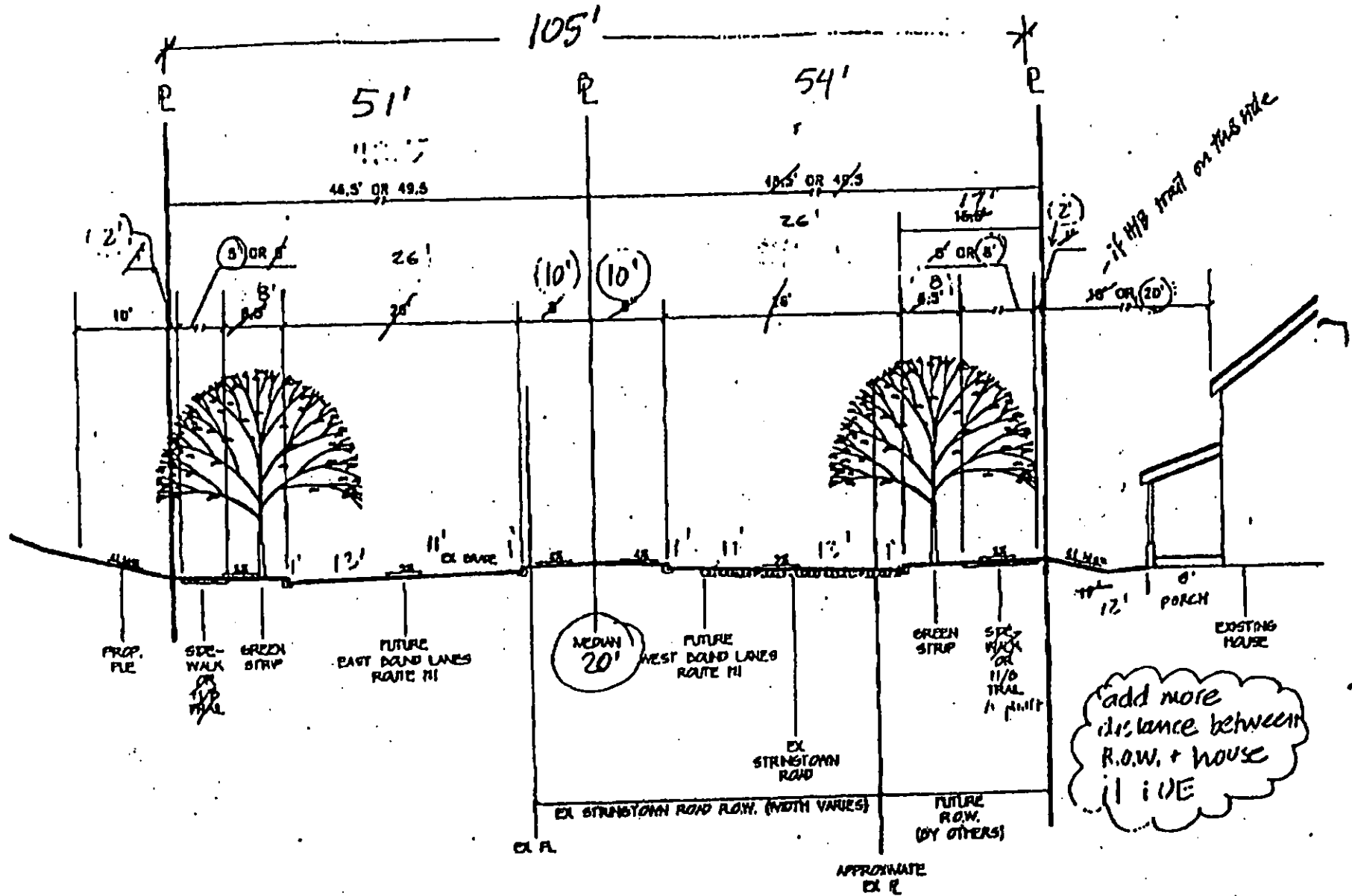
STRINGTOWN ROAD (A-260)  
(MID-COUNTY HIGHWAY (A-305) TO STREET "C")



ENCLOSURE #4

3.7  
3.9  
12  
56

STRINGTOWN RD (A-260)  
(BETWEEN MD 355 & STREET "K" (THE "GREENWAY" ROAD))



NOTE:

PROPOSED CURB AND GUTTER TO EXTEND FROM THE INTERSECTION OF RTE. 355 AND STRINGTOWN ROAD TO THE NORTHERN ENTRANCE OF HIGHLANDS AT CLARKSBURG (APPROXIMATELY 600 FT).

DATE: NOV. 10, 1957  
SCALE: NOT TO SCALE  
MAGRUS, FIEDRICKS, AND CLARCK, PA  
SHEET 1 OF 3

ENCLOSURE #3



## DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan  
County Executive

Robert C. Hubbard  
Director

January 15, 1998

Wynn Witthans  
Development Review Division  
Maryland National Capital Park  
& Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

RE: Site Plan #8-98001  
Clarksburg Town Center - Phase I

Dear Wynn:

These comments on the Clarksburg Town Center site plan supercede my memo to you of September 8, 1997 and should be considered in complement with the comments from the Department of Public Works and Transportation (DPW&T) contained in John Clark's letter of January 14, 1998 to Mr. Richard Hawthorne.

**Clarksburg Road**

The applicant will be responsible for constructing public improvements per the DPW&T approved cross section within one half (40 feet) of the 80 foot right of way adjacent to the Town Center property (Sta. 9+20 to Sta. 19+70). Clarksburg Road will transition from an asymmetrical alignment back to a symmetrical alignment from Street L to Street K (the Greenway Road). The 8 foot bike path crosses to the north side of Clarksburg Road at the Greenway Road. Therefore, a 5 foot sidewalk will be provided adjacent to the Town Center from the southeast corner of the Greenway Road to Sta. 19+70. No additional auxiliary lanes will be required. Note: A 150 foot long southbound left turn storage lane at the Greenway Road must be under permit and bond before approval of Phase II building permits (e.g. the entire 38 foot roadway section must be completed).

The channelizing islands on the Greenway Road and on L Street at Clarksburg Road as shown in the July 1997 plans must be constructed as part of Phase I. We will work with you and the applicant during the storm drain and paving design/permit process to maintain the integrity of the hedgerow south of L Street on Clarksburg Road.

Page 2 - Wynn Witthans - Clarksburg Town Center - Phase I

**Stringtown Road**

The applicant will be responsible for constructing public improvements per the DPW&T approved cross sections within one half (52.5 feet) of the 105 foot right of way between MD 355 and the Greenway Road and within one half (60 feet) of the 120 foot right of way between Sta. 33 +50 to the Mid-County Arterial (A-305), including the bike path, which will need to be partially located outside the right of way in a Public Improvements Easement. These improvements will include the median curb and gutter. No additional auxiliary lanes will be required in either section.

The median island on Street C at Stringtown Road as shown in the July 1997 plans will be required, however, the right turn channelization on Street H will not be required under Phase I.

**Note:** A detailed plan addressing the need for a turn-around provision and driveway access to all the existing properties along the portion of Stringtown Road to be "cut off" will be necessary under Phase II. This "old" portion of Stringtown Road will probably be retained as a public street. Its intersection with Street D should be shifted northward to create a "T" intersection with the Street D loop.

**Mid-County Arterial**

No improvements to Mid-County Arterial will be required under Phase I. Main Street will not be connected to existing Piedmont Road under Phase I. However, prior to approval of the record plats, the applicant must prepare a concept plan showing how the DPW&T approved cross section and public amenities will be accommodated within the right of way and any necessary Public Improvement Easement. We will also need to see a concept plan showing how a median at the intersection with Stringtown Road will be accommodated and its relationship to the median on the south side of the intersection of future Mid-County Highway.

**Internal Streets**

**Traffic Calming:** In order to promote a safe pedestrian environment and maintain slower traffic speeds within the Town Center, we will require a series of traffic calming measures. These include neckdowns around the Town Square area (no median islands) and raised pedestrian crossings with neckdowns on the Greenway Road at Street O and at the future main entrance to the shopping center, on Street O behind the Church, and on Street C at the pedestrian path crossing. Additionally, the intersection of the Greenway Road and Main Street will be raised to emphasize this intersection as a pedestrian hub. We will work with you and the applicant during the storm drain and paving design/permit process to "fine-tune" the design of these traffic calming features.

Page 3 - Wynn Witthans - Clarksburg Town Center - Phase I

Radius Curb Returns/Elimination of Right of Way Truncations: We have endorsed the use of 15 foot curb return radii and the elimination of right of way truncations at the majority of intersections within the Town Center as shown in the July 1997 plans. There may be slight adjustments to some curb returns to accommodate the traffic calming features as these are worked out in final detail.

Main Street Greenway Crossing: We do not support a waiver of the vertical sag requirement at the Greenway Crossing. The Primary roadway standard must be maintained.

Special Pavement Treatment: We do not support the use of special pavement treatments either in the form of brick or other pavers or pavement coloring/texturing on the public streets. At this time, DPW&T does not have the resources to maintain such treatments and we do not believe it is appropriate to require private organizations to conduct maintenance within the street itself.

Truck Access - Shopping Center: Truck loading details and a circulation plan which separates truck access from the residential uses and accommodates the appropriate sized vehicles will be required when the shopping center is under site plan review.

Traffic Signal Conduit

Traffic signal conduit will be required along Clarksburg Road, Stringtown Road and Mid-County Arterial (future). The applicant will be responsible for installing this conduit as part of the public improvements in the right of way for those portions of roadway to be constructed under Phase I now (and Phase II in the future). We envision that the following intersections will be ultimately signalized:

- MD 355 and Stringtown Road
- MD 355 and Clarksburg Road (currently signalized)
- Stringtown Road and the Greenway Road
- Stringtown Road and Mid-County Highway/Mid-County Arterial
- Clarksburg Road and the Greenway Road
- Clarksburg Road and Mid-County Arterial

The applicant must contact the Division of Traffic and Parking Services for design, location and other specification details for the roadway and intersection conduit needed along and across those portions of roadway to be constructed under Phase I.



Page 4 - Wynn Witthans - Clarksburg Town Center - Phase I

I look forward to working further with you, the applicant and the "Development Review Team" as this project progresses. Please call me (301-217-2088) if you have any questions or need clarification of our comments.

Sincerely,



Sarah R. Navid, Traffic Engineer  
Division of Land Development Services  
Department of Permitting Services

srn\clarks2.wp

cc: Steven M. Klebanoff - Clarksburg Limited Partnership  
Marc Mezzanotte - MK Enterprises  
Steven Z. Kaufman - Linowes & Blocher  
Stan Wong - MCDPS - Land Development Services  
Richard Gee - MCDPS - Water Resources  
Scott Wainwright - MCDPW&T Traffic & Parking Services  
John Thompson - MCDPW&T Highway Services  
Greg Leck - MCDPW&T Office of Project Development




## MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

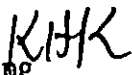
THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

January 14, 1998

**MEMORANDUM**

TO: Wynn Withans, Planner  
Development Review Division

VIA: Ronald C. Welke, Coordinator  
Transportation Planning 

FROM: Ki H. Kim, Planner   
Transportation Planning

SUBJECT: Clarksburg Town Center 1A-1B Site Plan 8-98001

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This memorandum represents Transportation Planning staff's review of the subject site plan. This site plan consists of 768 residential units: 75 single-family detached, 295 townhouses, and 398 multi-family units. This is the first Town Center development to be considered for site plan approval by the Planning Board and includes some new concepts in neo-traditional neighborhood traffic planning; e.g., smaller curb radii, counting on-street parking to partially meet code requirements, and traffic calming measures to enhance pedestrian safety and control vehicle speeds.

**Recommendations**

Based on our review of the transportation-related conditions required for approvals of the project plan and preliminary plan of the Clarksburg Town Center, and in accordance with the requirements of the Maryland State Highway Administration (SHA), the County Department of Public Works and Transportation (DPWT), and the County Department of Permitting Services (DPS), staff recommends the following roadway improvements as conditions of approval for the proposed site plan:

The following three roadway improvements are required as conditions of approval to satisfy the previously assessed APFO review and the phasing requirements:

1. Reconstruction of the southbound right-turn lane along Frederick Road (MD 355) at Clarksburg Road (A-27) to provide a "free flowing" movement after the 44th building permit.
2. Construction of the northern half of Stringtown Road (A-260) from Frederick Road (MD 355) to Greenway Road (the southern access road of the commercial site), construction of Greenway Road between A-260 and Main Street (P-5), and construction of P-5 across the stream valley into the residential area north of the stream valley after the 400th building permit.
3. Construction of a northbound right-turn lane along Frederick Road (MD 355) at Stringtown Road (A-260) after the 400th building permit. As a part of this construction, the applicant must participate in a roadway improvement project to reduce the over vertical curve that currently limits sight distance on northbound Frederick Road (MD 355) approaching Stringtown Road so as to provide sight distance acceptable to the Maryland State Highway Administration (SHA).

The following four roadway improvements are recommended as conditions of approval to address transportation issues associated with the subject site plan.

4. Construction of Greenway Road between Main Street (P-5) and Clarksburg Road (A-27) to provide site access.
5. Reconstruction of the southern half of Clarksburg Road (A-27) between Frederick Road (MD 355) and Greenway Road in accordance with the description as provided in this memorandum for site access.
6. Reconstruction of Stringtown Road (A-260) to provide deceleration lanes per DPWT/DPS requirements at all intersecting roadways, consistent with the ultimate location of Stringtown Road (A-260) between Greenway Road and Midcounty Arterial (A-305) for site access.
7. Provision of traffic calming measures; e.g., 15-foot curb radii, intersection chokers, raised crosswalks, within the internal streets in accordance with DPWT and DPS design requirements.

### **Discussion of Transportation Review**

#### **Descriptions of Roadways**

The applicant must construct the roadways in accordance with the following descriptions of each roadway:

1. Clarksburg Road (A-27) shall be a three-lane, 38-foot wide closed section roadway with a six-foot Class I bikepath on the south side and a sidewalk on the north side, offset within an 80-foot right-of-way between Frederick Road (MD 355) and Street "M",

transitioning to a symmetrical section between Street "M" and Greenway Road so as to preserve an existing hedgerow. Clarksburg Road shall taper to a 32-foot-wide, open section roadway with four-foot shoulders within an 80-foot right-of-way between Greenway Road and Midcounty Arterial (A-305).

2. Stringtown Road (A-260) between Frederick Road (MD 355) and Greenway Road shall be a four-lane divided closed section roadway with two 26-foot travel ways, a 20-foot median, a Class I bikepath on the north side, and a sidewalk on the south side within a 110-foot right-of-way. The reduced right-of-way of 110 feet is in recognition of the Planning Board's Project Plan requirement to locate the right-of-way for Stringtown Road outside of the Clarksburg Historic District and the staff agreement to locate the northern edge of the right-of-way a minimum of 20 feet from the edge of the existing historic house. Stringtown Road shall be a four-lane divided hybrid section roadway with two 24-foot travel lanes, four-foot paved shoulders, a 20-foot median with curb and gutter, a Class I bike path on the north side and a sidewalk on the south side within a 120-foot right-of-way between Greenway Road and Midcounty Arterial.
3. Midcounty Arterial (A-305) shall be a two-lane, 32-foot open section roadway with four-foot shoulders and a Class I bikepath on the west side within an 80-foot right-of-way between Clarksburg Road (A-27) and Stringtown Road.
4. Greenway Road shall be a two-lane closed section roadway with a Class I bikeway on the east side, and a sidewalk on the west side; 28 feet wide with parking on the east side between Stringtown Road (A-260) and Main Street (P-5), and 36 feet wide with parking on both sides between Main Street (P-5) and Clarksburg Road (A-27).

#### **Discussion on Maryland State Highway Administration's Concern**

In order to provide a desirable sight distance on Frederick Road (MD 355) at Stringtown Road (A-260), the Maryland State Highway Administration recommended reduction of the over vertical curve along northbound Frederick Road (MD 355) in connection with the subject site plan. Since the applicant is required to provide a northbound right-turn lane at this intersection, staff considers that these two improvements should be coordinated. The improvement to reduce the vertical curve should be available as a participation project at the time of the 400th building permit.

#### **Accommodation of On-Street Bicycles**

DPWT has expressed a desire to make all roadways in Montgomery County "bicycle friendly;" i.e., that on-street bicycle activity is both available and safe for cyclists who choose to ride in the roadway. DPWT cites the *Bicycle and Pedestrian Planning/Design Guidelines for Maryland's Transportation Projects* published by the Maryland Department of Transportation, State Highway Administration. This issue was raised after the Development Review Committee had reviewed the site plan, but the concept is not consistent with our Master Plan of Bikeways that is to be presented to the Planning Board soon. The idea also is contrary to the Special Protection Area (SPA) status of the Clarksburg Town Center that requires that impervious surfaces be kept to a minimum to preserve the quality of streams in the area.

Given the arterial status of Stringtown Road (A-260), staff has agreed with DPWT that on-street bicycles should be accommodated in addition to the master-planned Class I off-street bikeway.

Clarksburg Road (A-27), although classified as an arterial is expected to function more as a collector street. We have reached a compromise solution between staffs to provide a wider roadway (38 feet vs. 36 feet) to accommodate on-street bicycles, but to provide a narrower off-street bikepath (6 feet vs. 8 feet) so as to maintain the same amount of pavement.

Staff of our two agencies have reached agreement regarding the ultimate cross section for Midcounty Arterial (A-305): a two-lane cross section (32 feet) that includes two 12-foot travel lanes and four-foot paved shoulders.

### **Roadway Improvements as Conditions of Approval for Project Plan, Preliminary Plan, and Phasing Requirements**

The following roadway improvements were those required in the Project Plan of the Clarksburg Town Center:

1. Reconstruction of the southbound right-turn lane along Frederick Road (MD 355) at Clarksburg Road (A-27) to provide a "free flowing" movement.
2. Construction of eastbound and westbound left-turn lanes along Clarksburg Road (A-27) at Frederick Road (MD 355).
3. Construction of a northbound right-turn lane along Frederick Road (MD 355) at Stringtown Road (A-260).
4. Restriping eastbound Comus Road to provide an exclusive left-turn lane at Frederick Road (MD 355).
5. Providing safety improvements along Stringtown Road (A-260) per conditions of Project Plan Approval.
6. Participation in the Gateway I-270 Office Park road improvements -- widening Clarksburg Road (A-27) to four lanes between I-270 northbound off-ramp and the entrance to the Gateway I-270 Office Park .

These were modified at Preliminary Plan to include the following APFO requirements. The following phasing requirements are conditioned upon issuance of building permits for the preliminary plan:

1. The first 44 dwelling units without any off-site improvements.
2. After the 44th building permit, the developer must start reconstruction of the southbound right-turn lane along Frederick Road (MD 355) at Clarksburg Road (A-27) to provide a "free flowing" movement.

3. After the 400th building permit, the developer has two options:

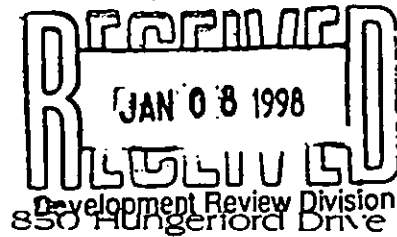
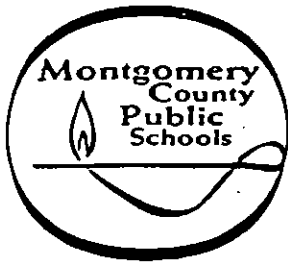
- a) Construction of Stringtown Road (A-260) from Frederick Road (MD 355) to the southern access road of the commercial site (commercial access road between A-260 and Main Street (P-5) and construction of P-5 across the stream valley into the residential area north of stream valley, or
- b) Construction of Stringtown Road (A-260) from Frederick Road (MD 355) to the northern access road of the residential development.

Construction of a northbound right-turn lane along Frederick Road (MD 355) at Stringtown Road (A-260) should be included in this phase with either option.

- 4. After the 800th building permit, the developer must start construction of the remaining section of Stringtown Road (A-260) to Midcounty Arterial (A-305), and intersection improvements at Frederick Road (MD 355) and Clarksburg Road (A-27) (MD 121) to construct eastbound and westbound left-turn lanes along Clarksburg Road (A-27).
- 5. Construction of Midcounty Arterial (A-305) from Stringtown Road (A-260) to Clarksburg Road (A-27) must begin when the developer starts building any of the residential units on Blocks 11, 12, 13, and the northern half of block 10, as numbered per Preliminary Plan approval.

The roadway improvements recommended as conditions for approval of the subject site plan are developed to meet the project plan and the preliminary plan requirements and to address additional transportation issues which DPWT, SHA and staff consider are necessary to provide a safe and efficient roadway system for the subject site plan.

KHK:kcw



Rockville, Maryland • 20850-1747  
Telephone (301) 279-3425

December 31, 1997

Mr. William H. Hussmann, Chairman  
Montgomery County Planning Board  
Montgomery Regional Office  
8787 Georgia Avenue  
Silver Spring, Maryland 20910

Dear Mr. Hussmann:

A handwritten signature in cursive script that reads "Bill".

Re: Clarksburg Town Center  
Site Plan # 8-98001

This regards the referenced site plan located within the Clarksburg Town Center of the approved and adopted Clarksburg Master Plan. I understand that this plan is to be reviewed by the Montgomery County Planning Board on January 22, 1998.

You will recall that I wrote to you in September 1995 when the MCPB considered the preliminary plan of subdivision for this property. At that time, I explained that MCPS was pleased that a creative solution had been found for the park/school site configuration. We supported the recommendation that playfields for use of the elementary school would be located on parkland, maintained by park staff, and most importantly, that these playfields would be available for exclusive school use during normal school hours or for school-sponsored functions.

We appreciate the additional information provided by the applicant, which MCPS needs to satisfy concerns about the constructability of the site for an elementary school. Soil borings and geotechnical analysis were provided at two locations on the land to be dedicated. It appears that the applicant intends to raise the elevation of that portion of the site proposed for locating the building element by depositing approximately 15 to 20 feet of fill in some locations. Prior to dedication, MCPS proposes that the applicant conduct a testing program, the final report signed and sealed by a registered professional engineer, authenticating the adequacy of deposited soils to support typical building foundation loads.

MCPS continues to prefer that the land dedication be made directly to the Board of Education. I am again requesting that this 8-acre parcel be deeded directly to the Board of Education by the developer following the usual procedures for subdivision approval and recordation of a plat for the site. This land is being provided solely for school purposes and as such should be titled to the Board of Education. At such time as the Board of Education's Capital Improvements Program is funded for a school to be constructed here, Parks Division can exchange this 8-acre parcel for another 8-acre parcel within the site as shown on the enclosed exhibit.

December 31, 1997

M-NCPPC has agreed to apply to the Board of Public Works for permission to exchange the new dedication for the area needed for the school building, parking, bus drop-off, basketball court and playground following site plan approval. However, there is some risk that the Board of Public Works may not approve such a conveyance, since MCPS would not have title to land to effect a land exchange. If the land is dedicated directly to MCPS, the dedicated land can be provided to M-NCPPC for interim use through a lease at nominal cost as we have done at many other future school sites.

You also should know that the State of Maryland's Public School Construction Program will reimburse the Board of Education only for costs incurred in connection with on-site school development. In other words, the land must be titled to the Board of Education to be eligible for state reimbursement. If the Board of Education were to develop playfields on M-NCPPC property for joint usage, the State of Maryland would declare those off-site development costs to be ineligible for reimbursement. I suggest that the land designated as playfields for the new school be deeded to the Board of Education as part of the land exchange contemplated. This would not preclude the Board of Education from striking an arrangement to provide for joint usage and maintenance responsibility after the development has occurred. If you wish, we can agree to reconvey the fields to M-NCPPC after development is complete and the funding reimbursement has been received from the state.

I hope that we can reach an amicable agreement on the terms and conditions for dedication. Thank you for your attention to these comments.

Sincerely,



William M. Wilder, Director  
Department of Facilities Management

WMW:sw

Enclosure

Copy to:

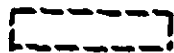
Ms. Witthans ✓

Ms. Schmieler

Ms. Turpin



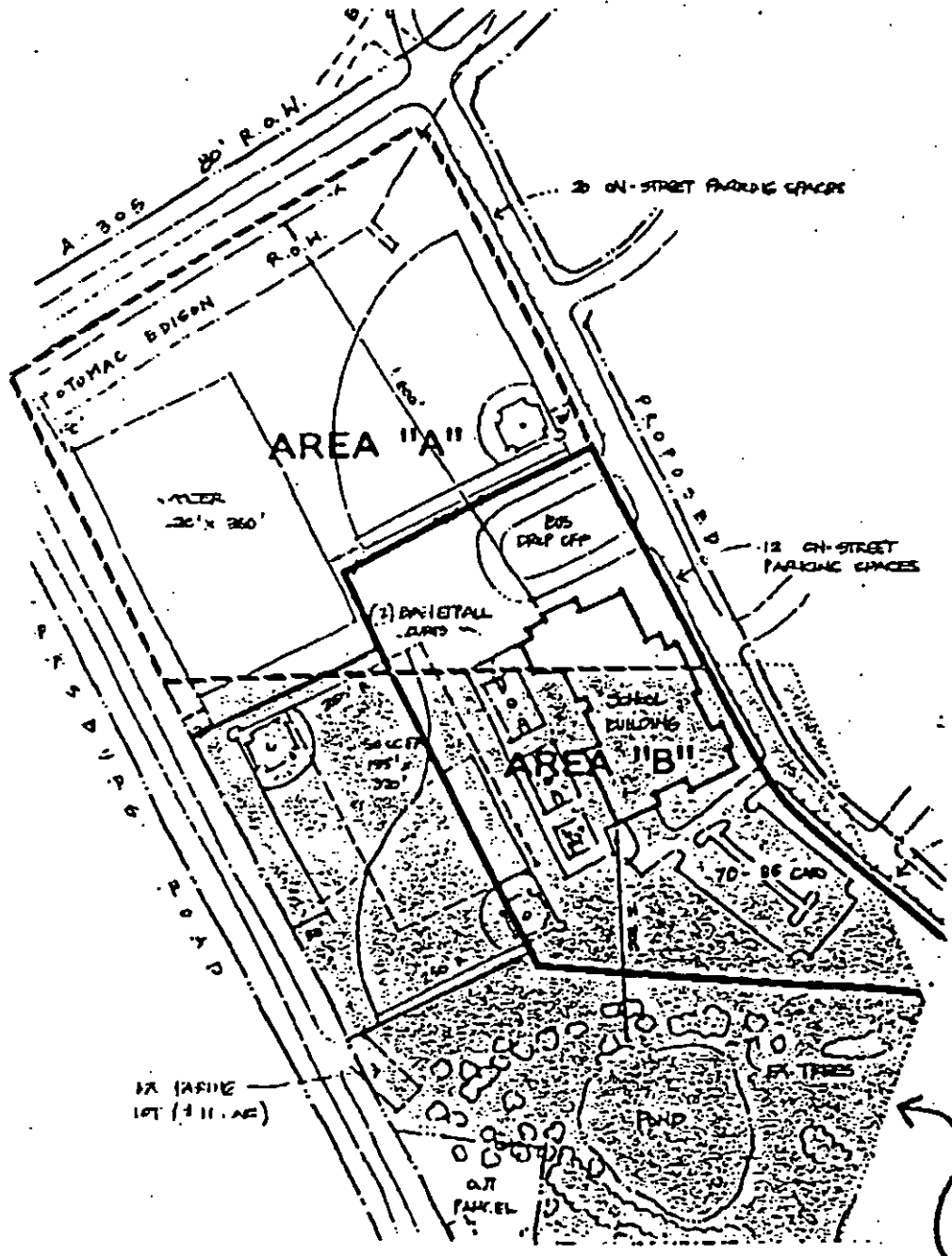
# CLARKSBURG TOWN CENTER PARK / SCHOOL CONCEPT PLAN CLARKSBURG, MD 20871



AREA "A" - TO BE CONVEYED TO M-NCPPC



AREA "B" - TO BE CONVEYED TO BOE



Existing King's Pond Local Park



## Montgomery County Government

January 15, 1998

William H. Hussmann  
Chairman  
Montgomery County Planning Board  
8787 Georgia Avenue  
Silver Spring, MD 20910

Dear Mr. Hussmann:

The Montgomery County Historic Preservation Commission (HPC) understands that the Planning Board will be taking up the review of a proposed Site Plan for the Clarksburg Town Center project at your January 22, 1998, meeting. We wish to offer a number of advisory comments and recommendations on this Site Plan, which is directly adjacent to the Master Plan Clarksburg Historic District.

The Clarksburg Town Center project has a long history and has been discussed extensively by the HPC. On March 11, 1992, the HPC discussed the proposed Clarksburg Master Plan which addressed the Clarksburg Town Center development as one of the major components in the plan. On March 22, 1995, the HPC reviewed a Project Plan application for the Clarksburg Town Center and developed comments to transmit to the Planning Board. Most recently, on December 17, 1997, the HPC reviewed the current Site Plan application.

It is very important that the final plan for the Clarksburg Town Center do everything possible to respect and protect the character of the Clarksburg Historic District - this has been a significant goal since the beginning of the Clarksburg Master Plan process. At the time of the Project Plan review of the Clarksburg Town Center project, a number of concerns relating to historic preservation and the Clarksburg Historic District were identified. These are reflected in conditions that the Planning Board included in their approval of the Project Plan:

- The right-of-way for Stringtown Road (as a four-lane arterial with a planted median strip) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.
- Redgrave Place's extension to the east will include a minimized right-of-way of 50 feet with only two paved lanes and no on-street parking in the Historic District.

Historic Preservation Commission

- If the right-of-way is available, the developer of Clarksburg Town Center will construct the extension of Redgrave Place in the Historic District. If and when the land is made available, the developer will share direct moving expenses only for relocating an existing historic house that is in the right-of-way. If the developer and property owner who is dedicating the right-of-way agree, the developer will make available an identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.
- Access easements to future public sewer will be provided for structures in the Historic District. These easements may be located at the intersections of Stringtown Road and Frederick Road, and Redgrave Place extended and Frederick Road.
- The headstones from the Clark Family Cemetery, which are currently being stored at Little Bennett Park, will be incorporated into an interpretative exhibit that will be located in a small park at a prominent location in the development.
- Increase the setback of the proposed public street located next to the historic church to 30 feet and provide screening for the existing church cemetery. Do not have a lot next to the church and maintain this area as open space to provide a link to the church property. The size of lots and setbacks of the proposed development must match, approximately, the development standards in the R-200 zone for building setbacks and width of lots along the southeastern boundary of the site within the Historic District.

The Site Plan for the Clarksburg Town Center project addresses a number of the historic preservation issues and concerns that were raised during the Project Plan, but a few still remain unresolved. These are as follows:

- the exact right-of-way design for Stringtown Road at Route 355,
- the lighting of this intersection,
- the timing and implementation of the extension of Redgrave Place to the east of Route 355,
- the details of the design for the area commemorating the Clark Family Cemetery,
- the number of lots adjacent to the historic district,
- buffering of these adjacent lots.


These issues are still of major concern to the HPC and were discussed in detail during their December 17th meeting. However, the Commission is hopeful that many of these concerns can be resolved. Our advisory recommendation to the Planning Board is that certain conditions be included in the Site Plan approval that will address the concerns noted above. These conditions are as follows:

1. The right-of-way for Stringtown Road at Route 355, including any public utility easement adjacent to the right-of-way, should be no closer to the historic Day House than 20 feet from the side wall of the building (excluding the porch.)

2. Lighting at all road intersections, and especially at Stringtown Road and Route 355, should be designed to have a minimal impact on the Clarksburg Historic District. The lighting - both fixtures and intensity - should be compatible with the historic and residential character of the area.
3. Carry forward the Project Plan condition regarding the extension of Redgrave Place to the east of Route 355 in the Historic District. The HPC hopes that negotiations will continue between the developer of Clarksburg Town Center and Aric Rudden to resolve dedication of the right-of-way for Redgrave Place extended. Any relocation of the historic house in the right-of-way would need to come back to the HPC as a Historic Area Work Permit. As stated in the Clarksburg Master Plan, the relocated historic house must stay in the Clarksburg Historic District and must be oriented to Frederick Road as it is at present.
4. A design for an interpretative marker which includes two stones from the Clark Family Cemetery headstones has been submitted. This design is acceptable as long as it offers adequate protection of the headstones from weather deterioration and as long as the text of the interpretative marker is reviewed and approved by the HPC prior to fabrication. It would also be desirable for the marker to be located in a more central area and better integrated into the public open space that is being provided.
5. The Project Plan condition regarding the lots adjacent to the Clarksburg Historic District should be upheld. This means that one lot should be deleted from the single family home area directly adjacent to the Clarksburg Historic District, so as to fulfill the Project Plan condition of approximating R-200 zone lot width standards (100' wide at the building facade line). The current proposal shows six lots that are contiguous with the Historic District and they range in width from 65' to 120', with an average width of 83'. If this was dropped to five lots contiguous with the Historic District, the lots would range in width from 80' to 120' and have an average of width of 100'.
6. The current Site Plan shows a 50' foot building restriction line along the rear yards of the new single family lots adjacent to the Historic District. In addition, to this building restriction line, adequate landscape buffering should be designed between the structures in the Historic District and the new houses. The buffering should include preservation of existing trees, as well as planting of additional mixed evergreen and deciduous new trees along the rear of the new lots.

Thank you for the opportunity to offer these advisory recommendations. We look forward to working with the Planning Board on the implementation of the Clarksburg Town Center project, and on the preservation of the Clarksburg Historic District.

Sincerely,

  
George Kousouras  
Chair, HPC

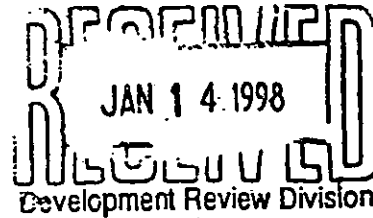
M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

9500 Brunett Avenue  
Silver Spring, Maryland 20901



January 13, 1998

**MEMORANDUM**

TO: Wynn Withans, Development Review Division

VIA: Terry H. Brooks, Chief, Park Planning and Development Division

FROM: Tanya Schmieler, Countywide Planning Division  
William E. Gries, Land Acquisition Officer

SUBJECT: Clarksburg Town Center: Site Plan # 8-98011

The Clarksburg Town Center Site is located adjacent to the developed 13.7 acre Kings Local Park Site and includes dedication of a greenway and a park/school site. Kings Park currently includes two athletic fields, a pond, a small playground and two parking areas. Site Plan # 8-98011 proposes path connections to Kings Park and a natural surface path through the greenway, as well as a proposal to add play equipment to the Park. These improvements as well as the greenway plan, are agreeable to park staff with the recommendations included below.

**Recommendations:**

1. That all conditions approved by the Planning Board on September 28, 1995 pertaining to the parkland in the Clarksburg Town Center Preliminary Plan be adhered to, including the following:
  - a. That requirements pertaining to all parkland dedication be adhered to, including the dedication of the future school site to M-NCPPC which is to be held until such time as funds are added to the County Capital Improvements Program for school construction.
  - b. That the applicant will provide site grading, infield preparation and seeding of replacement athletic fields on the approximately 8 acres of dedicated park/school land at a time which insures that there will be no disruption in the continued use of the existing athletic fields prior to completion of the replacement athletic fields.

2. That the specific future location of all proposed facilities on parkland ( playground and pathways) be staked in the field and subject to the concurrence of park staff.
3. That the construction of the playground and pathways on parkland adhere to park specifications and that engineering plans be submitted and approved by the Park Planning and Development Division and a park construction permit be obtained prior to starting any work.
4. That King' s Pond not be utilized for stormwater management facilities, and that plans for the sand filter adjacent to the greenway be submitted to PP&D engineering staff for approval.